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WEDNESDAY, NOVEMBER 29, 1911

SIR EDWARD GREY'S SPEECH.

THE CONCLUDING REMARKS.

(Reuter's Service to the China Mail.)

LONDON, Nov. 28th.

Sir Edward Grey, continuing his speech in the House of Commons, said—

There the matter remained until July 27th, and then Count Matternich made me the following communication—"We trust that Sir Edward Grey, by our very open and candid communication, has gathered the conviction that our pourparlers with France at the moment do not touch British interests."

We trust to the Minister's great loyalty that he has so often shown that he will find it possible to state this fact in Parliament without, however, giving details of our confidential communication. We acknowledge with pleasure that the Minister has stated he desires an agreement between Germany and France and feels quite confident that this will prove most helpful to the progress of the negotiations. Having in view, however, the wish expressed by Sir Edward Grey, we cannot quite see how he can in the present state of the pourparlers describe our demands as obviously impossible, without knowing what we on our side had the intention to offer to France in the political and colonial territorial field. It is not possible, having regard to the pledge of secrecy we have given, to enter into details but as the territories to be eventually exchanged are exclusively German and French, we do not believe that special English interests will be touched, and it seems advisable to leave to the two parties immediately concerned to form an estimate of the value of the objects to be eventually exchanged. Adverse criticism from the English side must obviously render the negotiations more difficult. On the other hand a public statement that England would be pleased to see the successful conclusion of the Franco-German pourparlers would have a most beneficial influence on an auspicious result for which we most earnestly hope. We most seriously wish to diminish any points of friction with France in the colonial sphere, especially in Africa, and hope that it may be eventually possible to make them disappear entirely. It would not look forward, even if this was done to establishing intimate relations with France, but we believe it would do away with the cause of frequently recurring tension if the wishes of England are in the same direction. The best way to help to bring about this result would be by exercising a calming influence on public opinion in France, which just now, by half truths and inaccurate statements, has been brought to considerable excitement."

Sir Edward said: You will observe that the tone of this communication was friendly all round. To France as well as to ourselves. I expressed my appreciation of the friendly tone of the communication to the Ambassador, and I had some further conversation with him, during which he expressed some regret at the way our public opinion had been misled to adverse conclusions regarding the German action. I asked him what else could be expected when the German Government port on the west coast of Morocco for a naval base. Of course this action had mobilised British public opinion. I pointed out to him that after I had made him a declaration on July 4th, on behalf of the British Government, we had not had a communication from the German Government until July 25th. Even then their denial of any intention to establish a naval base had been in a form which I could not use to allay the suspicion aroused. I suggested, however, to the Ambassador that we should not pursue this point, and I expressed the hope that this latest German communication might be taken as the new starting place and that we need not go back upon things which must lead to mutual recrimination. The French Government consulted us at every point where it seemed at all likely that British interests might be affected. We were able to say that, except perhaps once or twice on subsidiary points of purely economic detail, in Morocco itself British interests were not involved in the proposals and counter proposals made in the course of the negotiations and everything we said or did was in the direction of helping and not impeding the negotiations to reach a settlement.

I propose now to examine the real nature of the tension that existed. An agreement has now been reached between the French and German Governments. Both sides have made some substantial gain and the fact that this has been accomplished in the face of all the excitement that existed reflects great credit on the diplomats conducting the negotiations. But despite these facts the present moment has been chosen by some people both here and in France to excite themselves to discuss as to how near we came to war. There are really some people who seem to take a delight in suggesting or forming an opinion from whatever gossip or information they can get in any quarter that we are near war, and the nearer we are to war the greater satisfaction they seem to get out of the fact. Really, it is as if the world were suffering from a fit of political alcoholism. Referring to the speech of Mr. Faber's, Unionist M.P. for West Flintshire, made at Andover on Nov. 17th, wherein it was alleged that the Cabinet was divided on the question of supporting France, the Navy was unprepared and divided and Sir Edward Grey said: I only mention the matter because that speech formed the subject of some recent discussion in the Reichstag, and I understand it somewhat intensified the bitterness of the German people. Of course I know it is possible for me to reply that there were one or two speeches made in the Reichstag, not official speeches, to which we ourselves might take reasonable objection. As far as Mr. Faber's speech is concerned, he is not an official member. Then there are other speeches which have been made in Germany which might also give us reason to feel bitter, but one speech leads to another in these matters and I can only do my best to allay the suspicions which have arisen by examining what was the position during the summer and towards the end of September. Naturally, there was anxiety, not constant, but intermittent anxiety as to how the negotiations between France and Ger-

many were to be brought to a final solution. We were in communication with France; we knew she desired a settlement; and we knew she would not break off the negotiations. Neither did we believe Germany would do that, but still there was the possibility that the negotiations might be broken off, though personally I never regarded it as a probability. Now, however, the negotiations have been satisfactorily terminated; and I need only deal briefly with what would have been the position had there been a deadlock. The next step in such circumstances, would have been for some Power, a party to the treaty of Algiers, to propose a conference. At the time anxiety was felt, a reply received from Germany pointed to the fact that they would not be agreeable to a conference. That was why the anxiety was created, but supposing a conference had been proposed and Germany had not agreed thereto, what would have been the situation then? You would have had France, Germany, and Spain in occupation of parts of Morocco. You would have had three countries making agreements on questions to which we had not been made party, and probably making agreements which we could not recognise in settlement until we had been consulted. Therefore, you see that at the time the anxiety was felt negotiations were developing towards the most delicate diplomatic situation. I hope my statement as to the events which occurred will remove any apprehensions. That statement is the truth of the actual facts as they existed, and in view of these facts there is now no prospect of war. The statement ought to have a quietening influence and ought to act as a sedative to those who had become alarmed. Turning to foreign policy generally, he said he thought the wisest policy for Great Britain was to expand further as little as possible, especially in Africa. Replying to the criticisms regarding the alleged secrecy of the Foreign Office, he stated that only last week the secret article of the Anglo-French Convention of 1904 had been made public. There were no other secret treaties. No British Government could embark on war without the support of public opinion (Cheers). He pointed out that years ago there were plenty of "excursions and alarms" with France and Russia, but their cordial friendship now provided a mutual tolerance, and prevented difficulties that might otherwise arise. Germany's strength was of itself a guarantee that none would seek a quarrel with her, but the German public ought to remember that the nation having the biggest army in the world, with a very big navy, and building a bigger navy, must do all in its power to prevent natural apprehensions arising in the minds of others. He, however, did not believe that Germany had aggressive designs. Germany's neighbours merely desired to live on equal terms with her. He emphasised the point that to trust to the policy of splendid isolation was impossible. It would mean that we would have to build warships, and against the two years Germany did not wish to be aggressive, talk of a great European war would have passed away. In conclusion Sir Edward Grey said that in future the great matter would be that Morocco would no longer trouble the peoples of Europe nor that a solution was found. The part we played was subsidiary; the principals were France and Germany. Had we taken less interest, we should have failed to protect our interests and fulfil our obligations to France. If the question had been permanently settled the part we had taken had contributed materially to the expectation of peace, and he trusted that would be the sense of the House. (Loud and prolonged cheers.)

THE OPPOSITION VIEW.

Mr. Bonar Law said there was nothing in Sir Edward Grey's statement which he desired to criticise, but he would like to point out that there was no anti-German feeling in this country. An Anglo-German war would be an inconceivable calamity. He thought the Premier should have spoken in the House regarding the negotiations rather than outside. He desired that every ground of friction between ourselves and Germany should be removed. "We do not want any more territory," added Mr. Bonar Law amidst cheers. "Our responsibilities are great enough already."

PREMIER ON BRITAIN'S POLICY.

The Right Hon. Mr. H. H. Asquith said he was heartily in sympathy with the desire for a clearer and fuller disclosure of the foreign policy to the House of Commons. All reasonable men, however, would admit that diplomacy was of necessity secret. No country could carry on diplomacy with its cards on the table, the doors open and the blinds drawn up. Negotiations must be carried on under the shroud of confidence, with more or less secrecy, which was quite a different thing from being kept in darkness or from the representatives of the people. He said quite frankly that the Government could not be guilty of such a charge. On the general question the Government was actuated by humane considerations and a profound regard for the peace of the world. He was not prepared to say that the Government was not anxious to maintain its friendships. We were neither exclusive nor jealous, and we had no desire to stand in the light of any Power wanting to find its place in the sun. We had no such purpose and no such wish. "We believe," the Premier said, "it is both to our interest and duty that we should maintain our friendships. We shall all be the more glad if we can enlarge them to include others. We know of no cause to guard with any of the Powers. Britain's interests will always be to maintain the peace of the world, to uphold our diplomatic policy, to single-mindedly directed." (Loud cheers.)

The Earl of Ronaldshay hoped that the Government would intimate to Italy and Turkey their willingness to mediate.

Mr. Noel Dutton and other Liberals continued the debate, and were confident that Sir Edward Grey's statement would dispel any misunderstandings. Mr. Keir Hardie feared it would mean an unnecessary expenditure on the British and German navies.

SECRET DIPLOMACY CRITICISED.

Mr. Ramsey MacDonald (Labour) said he had never known such a dramatic condemnation of secret diplomacy as Sir Edward Grey's speech. The time had come when an inquiry should be undertaken to ascertain the best way of keeping the House of Commons in touch with foreign affairs. If the Government wished Mr. Lloyd George's speech to have a pacific effect, it should have been followed immediately by a pronouncement by Sir Edward Grey explaining why it was made. The situation in Persia meant him, and it was a secret understanding with Russia. Public opinion was diametrically opposed to a policy involving a partition of Persia, or making England the top of St. Petersburg.

Mr. Dillon and Mr. Sykes (U.) also denounced the secrecy of diplomacy.

SIR EDWARD GREY'S REPLY.

Sir Edward Grey, replying to the debate, said he had no information by which to prove or disprove the reports of atrocities at Tripoli. The Government had adhered to the policy of non-intervention. He dealt chiefly with Persia, and said it was an essential condition of independence that account should be taken both of Russia and Great Britain. The Russian Government, instead of seeing Russian interests respected, sought to thrust out Russian influence. That was a perfectly hopeless attitude.

DEBATE ADJOURNED.

The debate was adjourned, Sir Edward Grey promising to give another day if desired.

VIEWS OF BRITISH PRESS.

The papers generally join in a chorus of praise for Sir Edward Grey on what they describe as the masterful and lucid exposition of foreign policy made in the House of Commons for a generation, firmly establishing the pillars of British policy. They hope that the conciliatory overtures will be received by Germany in the spirit in which they are made. The exceptions are the Daily News, and, to a less extent, the Morning Leader. The former criticises Sir Edward Grey's accounts of the events, and discounts from his suggestion that we had got to take sides in Europe. The latter says that the abandonment of the policy of isolation meant years of unprecedented anxiety and expense, and there was no prospect of improvement unless sought in a bolder spirit than that shown by Sir Edward Grey. Neither the Cabinet nor the party is happy with his policy. The Morning Leader expresses downright good will to Germans among us, which is not adequately expressed by Sir Edward Grey's cautious cordiality.

GERMAN PRESS OPINION.

Berlin was in a most excited state yesterday evening. The streets were crowded with people. The German press was full of praise for Sir Edward Grey's speech.

The National Zeitung says that Sir Edward Grey placed himself on a pedestal from whence he lectured. German diplomacy.

The Lokal Anzeiger says it must be acknowledged that the speech was couched in the most tranquil terms. Germany would rejoice if the assurances of British statements had more than a day's duration. The Tagblatt says that, according to Sir Edward Grey, England wants to live on a footing of equality with Germany but his utterances prove that England has no intention of placing herself on a higher footing—that of controller of the world. Germany would not tolerate an unlimited right of veto. The Rundschau says the speech was a disappointment to all hoping for a declaration of change in the direction of an Anglo-German rapprochement. The German Government must at last, it says, recognise what is needed.

The Vossische declares that Sir Edward Grey's speech means nothing in political conditions or feelings.

The Berne Courier says that the utterances of the British Minister are not calculated to inspire over-much hope as to an improvement in Anglo-German relations. The Forwerts declares that the speech is thoroughly conciliatory.

A REMARKABLE SPEECH.

In the House of Lords, Lord Lansdowne eulogised the speech, describing it as one of the most remarkable ever delivered. As a former Foreign Secretary he echoed what he believed was a general desire for better relations with Germany.

EFFECT ON STOCK EXCHANGE.

Sir Edward Grey's speech has created a good impression on the Stock Exchange, and Consols are a fraction higher.

FRENCH PRESS PLEASED.

The French Press join in a chorus of approval of the speech, which they say will reassure Europe and help to maintain peace.

GOVERNMENT POLICY ATTACKED.

Lord Courtney attacked the Government policy with regard to Morocco, and complained that Sir Edward Grey appeared to believe that it was impossible to establish the same cordial friendship with Germany as with France.

THE CABINET'S DETERMINATION.

Lord Morley emphasised the point that the Anglo-French agreement of 1904 was in no wise hostile to Germany. Moreover its essence was that Britain should have a free hand in Egypt and France the same in Morocco. It would be intolerable if we, after taking our share of the profits, in any wise refused France her share.

Referring to Germany, he said there was no reason why Germany's naval expansion should impair the basis for cordial friendship which was prevailing the whole nation. Germany's great progress of all kinds entitled her to national pride and lofty ambitions, and the desire to find territories for her surplus population was most natural. No Cabinet was more determined than the present one not to drift into a single, unnecessary and impolitic antagonism, and that determination was being successfully carried out.

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Steamer	Tons	Leave Hongkong	Connecting Steamer from Colombo to Marseilles and London	Tons	Due Marseilles (Brindisi 3 days earlier)	Due London (1 day later)
ASSAYE	7500	Feb. 3	MANTUA	11000	March 2	March 8
HIMALAYA	7000	Feb. 17	MANTUA	11000	March 16	March 22
DELHI	8000	March 3	MORRA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DRYANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
ASSAYE	7500	April 13	MALWA	11000	May 11	May 17
DELHI	8000	April 27	MALWA	11000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON.

1st SALOON £71.10 SINGLE £108.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Tonnage	Leave Hongkong	Due London
NYANZA	7000	February 7	March 22
NILE	7000	March 6	April 19
NUBIA	8000	April 3	May 17
SUMATRA	5000	April 17	May 31
NAMUR	7000	May 1	June 14
PALAWAN	5000	May 15	June 29
BORNEO	5000	May 29	July 13
SYRIA	7000	June 12	July 27
NORSE	7000	June 26	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON.

1st SALOON £71.10 SINGLE £108.14 RETURN.

2nd £48.8 £72.12

For further particulars apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

FOR	STEAMERS	CAPTAIN	TO SAIL
SHANGHAI KOBE AND YOKOHAMA	AUSTRALIEN	AILLARD	Dec. 4, about 5 P.M.
MARSEILLES, Via Ports	TOURANE	LANCEN	Dec. 16, at 1 P.M.

TRANSHIPMENT on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 2) hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVE
HAIYANG	Capt. J. S. Rouch	FRIDAY, 1st Dec., at 11 A.M.
HAIYANG	Capt. W. O. Pasmore	TUESDAY, 5th Dec., at 11 A.M.
HAIYANG	Capt. J. W. Evans	FRIDAY, 8th Dec., at 11 A.M.

FOR SWATOW AND RETURN

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVE
HAIYANG	Capt. A. H. Stewart	SUNDAY, 3rd Dec., at 10 A.M.
HAIYANG	Capt. A. H. Stewart	WEDNESDAY, 6th Dec., at 11 A.M.

Steamers will arrive at, and depart from, the Company's wharf near Black Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.

General Managers.



PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
SAVIO	4000	M. O. Smith	Manila, Cebu & Iloilo	THURSDAY, Nov. 30, at 4 P.M.
RUBI	4000	S. O. Smith	Manila, Cebu & Iloilo	SAUNDAY, Dec. 3, at 4 P.M.

For Freight or Passage, apply to

Showan, Tones & Co., General Managers.

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),
via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
OTERIC	8,000		5th December.

To be followed by other steamers of the Company at regular intervals. The Bank Line Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports. Will call at AMOY and KEELUNG if sufficient inducement offers.

For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,

KING'S BUILDING, PRINCE CENTRAL.

Telephone No. 780.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from Hongkong to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

NEXT SAILING.

FROM HONGKONG. 25th November.

FROM COLOMBO. 10th December.

For Rates and further information, apply to

THE BANK LINE, LIMITED,

(MANAGING AGENTS).

Hongkong, April 1, 1911.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

The Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS.

FROM HONGKONG. 25th November.

FROM CALCUTTA. 10th December.

For Rates and further particulars apply to

THE BANK LINE, LIMITED,

(MANAGING AGENTS).

Hongkong, August 23, 1911.

New Line of Steamers

South African Ports.

ORIENTAL & AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight-Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNERIG, 3,000 tons, To be despatched End of January.

S.S. KATANGA, 5,000 tons, To Follow.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,

(Managing Agents)

Hongkong, August 23, 1911.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

STEAMERS

Tons

To SAIL

NAPLES, GENOA, ALGIERA, BOON, WEDNESDAY, 13th Dec., at Noon.

SIBIRIATSK, SOUTHAMP, Capt. H. Rehm, (15,900)

TON, ANTWERP & BREMEN.

SHANGHAI, NAGASAKI, KLEIST, About THURSDAY, 30th Nov.

KOBE & YOKOHAMA, Capt. L. Maas, (17,000)

MANILA, YAP, MARONN, COBLENZ, SATURDAY, 2nd Dec.,

NEWGUINEA, BRISBANE, Capt. L. Klugkist, (8,750) 10 a.m.

SYDNEY & MELBOURNE.

KOBE AND YOKOHAMA, PRINZ SIGISMUND, About TUESDAY, 12th Dec.

KUDAT AND SANDAKAN, Capt. F. Bruning, (6,000) Middle of December.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletype.

For further Particulars apply to

Norddeutscher Lloyd,

MELOCHERS & CO.,

General Agents, Hongkong & China.

Regal Boots

Shoes

FOR SALE

AT REASONABLE

PRICES.

THE SAVOY

D'Almeida Street

(Opposite Court House).

Shipping

P. & O. Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. 'INDIA,' (8,000 Tons)

CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 18th, 1912, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT—

MARSEILLES—APRIL 13th.

LONDON—APRIL 30th.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON:—

1st SALOON £71.10 SINGLE £108.14 RETURN.

2nd £48.8 £72.12

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1911.

HONGKONG-BOSTON & NEW YORK.

AMERICAN ASIATIC S. S. CO.

FOR BOSTON & NEW YORK, via PORTS

AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE

MALABAR COAST).

S.S. INDRAMAYO On FRIDAY, 1st December, at 6 p.m.

S.S. INDRATELLI On or about 28th December, 1911.

For freight and further information apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, November 3, 1911.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. 'MINNESOTA'

Capacity 23,000 Tons. Length 630 Feet. Beam 73 Feet.

21,000 Tons Gross Register. 34,500 Tons Displacement.

EQUIPPED WITH WIRELESS TELEGRAPHY.

(CAPT. T. W. GARDNER)

SAILS FROM HONGKONG ON FRIDAY, February 2nd, at Noon.

FOR

SEATTLE via NAGASAKI, KOBE & YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and state-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISEI, PRINCE'S BUILDING.

Hongkong, November 1, 1911.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, etc.

Head Office for the Far East:—16, DES VOGES ROAD, CENTRAL, HONGKONG.

SHANGHAI, 2-3, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.

TICKETS supplied to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office:—LUDGATE CIRCUIS, LONDON, E.C.

Hongkong, April 4, 1908.

DINNEFORD'S

MAGNESIA

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Remedy for Rheumatism.

(The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.)

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SOUTH AMERICAN PORTS, HONOLULU & JAPAN PORTS.

THE Steamship 'HONGKONG MARU'.

The above-named steamer, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on THURSDAY, the 30th inst., at 6 p.m. will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No claims will be recognized after the Goods have left the Steamer or Godown, and all goods remaining undelivered on 4th December, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged cargo to be left on board or in Godown, examination of same to be arranged.

All claims must be filed on or before December 15th, otherwise they will not be recognized.

M. MATSUDA, Agent.

Hongkong, November 27, 1911.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, ENANG AND SINGAPORE.

THE Steamship 'Catherine' after having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 28th November, will be landed at Consignees' risk and expense.

Consignees of cargo from Singapore and Penang are requested to take immediate delivery of their Goods from alongside.

Such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by the Undersigned.

DAVID HARRISON & Co., Ltd., Agents.

Hongkong, November 25, 1911.

GOOD ADVICE.

THE best time to buy Chamberlain's Cough Remedy is right now. Don't put it off until you need it but keep it at hand. A cold is much easier cured when first contracted than after it has settled in the system. For sale by all Chemists and Druggists.

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the Masthead on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godowns, H. M. S. Tamar, and Green Island signal mast.

A CONE point upwards indicates a Typhoon to the North of the Colony.

A CONE point upwards and DOWN below indicates a Typhoon to the North-East of the Colony.

A CONE point downwards and DOWN below indicates a Typhoon to the East of the Colony.

A CONE point downwards indicates a Typhoon to the South-East of the Colony.

A CONE point downwards and RAIL below indicates a Typhoon to the South of the Colony.

A CONE point downwards and RAIL below indicates a Typhoon to the South-West of the Colony.

A CONE point downwards and RAIL below indicates a Typhoon to the West of the Colony.

A CONE point downwards and RAIL below indicates a Typhoon to the North-West of the Colony.

A CONE point downwards and RAIL below indicates a Typhoon to the North of the Colony.

A CONE point downwards and RAIL below indicates a Typhoon to the North of the Colony.

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